



ROTAX[®]
R A C I N G



**Canadian Rotax
MAX Challenge**

**Sporting Regulations
2023**

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1. GENERAL

The 2023 Canadian Rotax MAX Challenge Sporting regulations replace the Sporting regulations 2022.

BRP-ROTAX GmbH & Co KG, Rotaxstr. 1, 4623 Gunskirchen, Austria and its authorised distributors / partners organize the ROTAX MAX Challenge Grand Finals (RMCGF), International ROTAX MAX Challenges (IRMC) and National ROTAX MAX Challenges (RMC).

ROTAX MAX Challenge

Describes the concept of the ROTAX MAX Challenge program and specifying the regulations for the national RMC's in various countries which are the basis for the qualification for the RMCGF.

All the parties concerned (FIA, CIK-FIA, ASN, organisers, entrants and circuits) undertake to apply and observe the rules governing the race events.

Any International RMC event shall be run in accordance with the RMC Series Sporting Regulations, the RMC Technical Regulations and the International Sporting Code («the FIA-CIK International Sporting Code») and its Appendices, with the Karting Technical Regulations («the FIA-CIK Technical Regulations») and with any international regulations including these, with the General Prescriptions applicable to CIK-FIA Karting International events («the FIA-CIK General Prescriptions»), as well as with any supplementary regulations drawn up by the ASN concerned.

Any changes or exemptions to the RMC Sporting regulations and RMC Technical regulations require the written approval of ROTAX following the agreement of the ASN presenting the series and or the CIK / FIA.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

Note: in these sporting regulations, when the words "For Canada" appear, this represent a difference between the regulations which apply in Canada compared to the Global Rotax MAX Challenge Sporting Regulation 2023 which may apply if you are going to race in another country. A copy of this Global regulation may be view on Rotax's website at: www.rotax-kart.com.

2. REGULATIONS

For Canada: Events shall be run in accordance with:

- 2023 ASN Canada Sporting and Technical regulations;
- 2023 ASN Canada Sporting and Technical bulletin;
- 2023 Canadian Rotax MAX Challenge Sporting and Technical regulations;
- 2023 Canadian Rotax MAX Challenge Bulletins;
- Series / Events Supplementary Regulations;
- Series / Event Bulletins;
- At the event, instructions from approved officials.

All drivers, entrants and officials participating in the RMC 2023 undertake, on behalf of themselves, their employees and agents, to observe all these regulations.

There are English and French versions of these regulations. In case of incompatible differences between the two versions, the English version will prevail.

Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

Rotax and SRA Karting International reserves the right to amend these regulations.

3. CATEGORIES, LICENCE, AGE AND WEIGHT

3.1 Categories

The categories available for the RMC 2023 are the following:

- 125 Micro MAX
- 125 Mini MAX
- 125 Junior MAX
- 125 Senior MAX
- 125 Senior MAX Masters
- 125 MAX DD2
- 125 MAX DD2 Masters
- Project E20 SENIOR
- Project E20 JUNIOR

For Canada: there is a class named 125 Micro/Mini MAX class. All rules regarding this class is the same as the 125 Mini MAX with the exception of the age which cover all ages covered of the 125 Micro MAX and 125 Mini MAX classes (8 – 13 y.o.).

3.2 Licences

All licences hereafter have to be issued by an ASN which is a member of the CIK/FIA.

For RMC events a club-sport licence, National licence or international licence grade (depending on the requirements of the National ASN) is required.

For IRMC events an international licence grade G or E, F (depending on category) and an international entrant licence is required.

NOTE

Drivers who are still under aged (and therefore do not have full legal capacity) cannot be their own entrant.

A competitor must hold a valid licence issued by his parent ASN, or a licence issued by an ASN other than his parent ASN (this licence is only valid for use with written permission from his parent ASN). **For Canada:** this provision does not apply for event held in Canada.

3.3 Age limits

For Canada: No age derogation can be allowed in any Canadian RMC race series / events for any class.

Each participant of the Rotax Max Challenge 2023 represents the nation whose ASN has issued him the licence regardless to which nationality he belongs or in which country he has qualified.

All drivers fulfilling these age limits and type of licences are eligible to qualify for the RMCGF 2023.

125 Micro MAX

Age limits: the driver must have his/her **8th** birthday during the year of the event and must have his/her **12th** birthday after the year of the event.

Licence: club-sport licence or National licence (depending on the requirements of the National ASN).



125 Mini MAX

Age limits: the driver must have his/her **10th** birthday during the year of the event and must have his/her **14th** birthday after the year of the event.

Licence: club-sport licence or National licence (depending on the requirements of the National ASN).

125 Junior MAX

Age limits: the driver must have his/her **12th** birthday during the year of the event and must have his/her **15th*** birthday after the year of the event.

A driver with **15 years old during the year** of the event can participate if he/she holds a valid **International G** Karting Licence, according to Article 3.4.1 of the CIK International Karting Licences for Drivers. **For Canada:** A driver turning 15 years old during the year can participate in any Canadian event but must hold this CIK special licence **before** entering the RMCGF qualifying event to be eligible to win an invitation for the Grand Finals.

Licence:

For national RMC events a club-sport licence, National licence or international licence grade G karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade G karting and an international entrant licence is required.

125 Senior MAX

Minimum age: the driver must have his/her **14th* birthday** during the year of the event.

Licence:

For national RMC events a club-sport licence, National licence or international licence grade F or E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade F or E karting licence, and an international entrant licence is required.

*If a driver is 14 years old during the year of the event, he/she must hold a valid international licence grade F karting according to CIK FIA INTERNATIONAL DRIVERS' LICENCES FOR KARTING DRIVERS & CODE OF DRIVING CONDUCT, article 3.4.2.

125 Senior MAX Masters.

Minimum age: the driver must have his/her **32nd** birthday during the year of the event.

Licence:

For national RMC events a club-sport licence, National licence or international licence grade E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade E karting and an international entrant licence is required.

125 MAX DD2

Minimum age: the driver must have his/her **15th** birthday during the year of the event.

Licence:

For national RMC events a club-sport licence, National licence or international licence grade E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade E karting and an international entrant licence is required.

125 MAX DD2 Masters

Minimum age: the driver must have his/her **32nd** birthday during the year of the event.

Licence:

For national RMC events a club-sport licence, National licence or international licence grade E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade E karting and an international entrant licence is required.

Project E20 SENIOR

Minimum age: the driver must have his/her **14th * birthday** during the year of the event.

Licence: For national RMC events a club-sport licence, National licence or international licence grade E karting (depending on the requirements of the National ASN) is required.

For International RMC events an international licence grade E karting and an international entrant licence is required.

*If a driver is 14 years old during the year of the event, he/she must hold a valid international licence grade F karting according to CIK FIA INTERNATIONAL DRIVERS' LICENCES FOR KARTING DRIVERS & CODE OF DRIVING CONDUCT, article 3.4.2.

Project E20 JUNIOR

Age limits: the driver must have his/her **12th** birthday during the year of the event and must have his/her **16th*** birthday after the year of the event.

Licence:

For national RMC events a club-sport licence, National licence or international licence is required.

For International RMC events an international karting licence and an international entrant licence is required.

3.4 Summary age limits

Age limit	MICRO MAX	MINI MAX	MICRO-MINI MAX Canada Only	JUNIOR MAX	SENIOR MAX	SENIOR MAX MASTERS	DD2	DD2 MASTERS	PROJECT E20 SENIOR	PROJECT E20 JUNIOR
	8-11	10-13	8 - 13	12-14 *(15)	15+ *(14)	32+	15+	32+	15+ *(14)	12-15 *(15)
Age groups	2012 - 2015	2010- 2013	2010 -2015	2009 till 2011 *(2008)	from 2008 *(2009)	From 1991	from 2008	from 1991	2008 *(2009)	2008 till 2011 *(2008)

*... if the driver holds a Karting Licence, according to Article 3.4.2 and 3.4.3 of the CIK International Karting Licence's for Drivers

3.5 Minimum weights

The minimum weight for the kart, including driver and all required safety equipment (helmet, overall, gloves, etc.) must always be:

Minimum Weights	125 Micro MAX	125 Mini MAX	Micro-Mini Can. Only	125 Junior MAX	125 Senior MAX	125 Senior MAX Masters	125 DD2 MAX	125 DD2 MAX Masters	PROJECT E20 SENIOR *	PROJECT E20 JUNIOR *
International KG	105	115	N/A	145	162	175	175	180	220	195
Canada KG (lbs)	110 (232)	118 (260)	118 (260)	145 (320)	165 (364)	175 (386)	175 (386)	180 (386)	220 (485)	195 (430)

NOTE

For Canada: Weighting procedure must be done in kilograms or pounds, not both, according to the series/event supplementary regulations.

When both DD2 categories (125 DD2 MAX and 125 DD2 MAX Masters) are run inside a combined starting grid, the 175KG weight limit may be applied to both categories.

* Project E20 SENIOR and JUNIOR.

The Maximum weight allowed for the complete kart, including driver and all required safety equipment (helmet, overall, gloves, etc.) = 225kg

(Complete E20 vehicle = ca.142kg. Driver and all required safety equipment (helmet, overall, gloves, etc.) must be below ca.83kg to participate at an event.

4. ELIGIBLE DRIVERS

RMCGF seats will be awarded by a qualification matrix executed by ROTAX. Responsible distributors may split up the granted seats among their territories. The number of seats per territory can change yearly.

ROTAX reserves the right to offer wild cards and driver packages to drivers according to criteria as it deems fit.

ROTAX also reserves the right not to accept an entry, without having to provide any justification.

ROTAX reserves the right to grant additional drivers from different classes to different countries under certain conditions to participate at the RMCGF.

The RMCGF 2023 is an international restricted event by invitations controlled by ROTAX (according to the FIA-CIK International Sporting Code).

Expenses for the supplied karts, engines, tyres, petrol and entry fee for qualified drivers of the RMCGF 2023 is covered by ROTAX and its distributors.

Drivers can qualify via International or Nationals event providing the ROTAX MAX CHALLENGE Global sporting regulations 2023 and "ROTAX MAX CHALLENGE Global Technical regulations 2023" are followed in the RMC classes. With prior pre agreement ROTAX selected distributors can utilise the seat allocation to nominate loyal ROTAX customers to participate at the RMCGF 2023.



ROTAX reserves the rights to manage participation for Project E20 events as it sees fit.

5. QUALIFICATION FOR RMCGF

125 Micro Max, 125 Mini MAX, 125 Junior Max, 125 Senior MAX/Masters and 125 DD2 MAX/Masters class: The overall winner of each national RMC class with authorisation in writing from ROTAX may qualify.

Additional drivers can qualify via international RMC.

The number of qualifying drivers must be defined in the sporting regulation of the respective race series.

DD2 MAX Masters: The overall winner of each national RMC, DD2 MAX Masters and/or Senior MAX-Masters class and/or the overall best placed master's driver (fulfilling the age limits for a Master's category following Rotax Global Sporting regulations 2023) of a national RMC in MAX or DD2 class with authorisation in writing from ROTAX may qualify.

At any time ROTAX reserves the right to offer wild cards or loyal ROTAX customer driver packages to drivers of all classes according to criteria as it deems fit.

In order to be eligible to qualify for a RMCGF ticket a driver must have held a licence for the territory in question from the first to the last round of the any National RMC. A driver cannot change his/her licence to become eligible to win a RMCGFs ticket in another territory after the first round has been completed.

If a driver is not respecting the rules, under any doubt ROTAX reserves the right to refuse entry to the RMCGF.

A distributor may nominate a second placed driver from an RMC to the waiting list for RMCGF. If under any circumstances a qualified driver doesn't arrive at the RMCGF till the official registration is completed, Rotax reserves the rights to add a replacement driver from the top of the waiting list to take part at the event.

This rule applies until the start of the official non-qualifying practice at the RMCGFs.

ROTAX reserves the rights to manage qualification for Project E20 events as it sees fit.

6. OTHER RULES

If a driver is qualified from a National, National with International participation, Continental (zone) or International RMC series / event at the same time, the qualification at the higher ranked series / event has priority for the qualification to the RMCGF 2023.

Ranking is:

1. International events
2. Continental (zone)
3. National with International participants *
4. National events.

*** Any National event with international participation requires prior approval from ROTAX.**

In such a case the next placed driver of the series / event in question will qualify for the RMCGF.

If a driver is qualified from two or more different National, Continental (zone) or International RMC series / events in the same category at the same time the driver must use the first ticket they win (defined by the final race date).

If the situation arose that a driver who is already qualified for the RMCGF is in a position to win a second ticket, this 2nd ticket in question would then be moved to the next placed driver who is eligible to win the ticket. A driver or distributor cannot decide which ticket a driver uses for his / her entry to the RMCGF.

The status of the following events will be classified as “International”

1. ROTAX MAX Challenge EURO Trophy
2. ROTAX MAX Challenge ASIA Trophy / Festival
3. ROTAX MAX Challenge International Trophy
4. All events listed on the CIK FIA International Sporting Calendar

The status of an event is considered as “Continental / Zone”, if it is listed in the official CIK-FIA Zone Calendar.

If a driver is qualified in two or more categories, he / she must participate in RMCGF 2023 in the higher ranked category only.

It is not permitted to participate in more than one category at the RMCGF.

Ranking is:

1. DD2 MAX or DD2 MAX Master (depending on the age of the driver)
2. Senior Max or Senior Max Master (depending on the age of the driver)
3. Junior MAX
4. Mini MAX
5. Micro MAX

At any double qualification ROTAX reserves the right to decide which race series counts for the qualification to avoid any strategic behaviour of competitors.

NOTE: It is strictly forbidden to offer RMCGFs for sale, the RMCGFs tickets are offered as rewards for ROTAX drivers around the world. Not applicable to the Project E20 categories.

Project E20

If a driver qualifies to race at the RMCGFs in one of the categories listed above and the Project E20, the driver must notify ROTAX via email immediately after acquiring the second ticket which RMCGFs category, they wish to participate in.

Once this email is received and accepted in return by ROTAX the decision is final and cannot be reversed. (Email : Sara.Jernejc@brp.com).

7. GENERAL UNDERTAKINGS

Any special national / Continental (Zone) / International regulations must be submitted to the ASN / CIK-FIA with the original application for inclusion of the RMC 2023 on the National / Continental (Zone) / International calendar. Only with the approval of the ASN / CIK-FIA such special regulations can come into force.

The supplementary regulations of the RMC 2023 consist in standard regulations drafted in English, and possibly translated into other languages.

The right to associate the name of a company, organisation or commercial make to the RMC 2023 is exclusively reserved to ROTAX. Unless there is a previous written agreement from ROTAX, no organiser or group of organisers may indicate or make believe that the said event is sponsored or financially helped either directly or indirectly by a commercial firm or organisation.

Only ROTAX is entitled to grant waivers to these sporting regulations, following the agreement of the ASN presenting the series and or the CIK-FIA.

ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.

8. GENERAL CONDITIONS

It is the entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the code, the technical regulations and the sporting regulations. If an entrant is unable to be present in person at the event he must nominate his representative in writing.

The person having charge of an entered kart during any part of an event is responsible jointly with the entrant and / or separately for ensuring that the provisions are observed.

Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event.

The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

Entrants, drivers, assistants and guests must always wear the appropriate identification credentials which have been provided to them.

9. RACING NUMBERS AND NAME OF THE DRIVER

Racing numbers shall comply with provisions of the FIA-CIK Technical Regulations or local ASN for National events.

The name of the Driver and nationality shall appear on each side of the lateral bodywork and be clearly legible, in accordance with Article 3.7 of the FIA Technical Regulations. At the RMCGF, it must also appear in large letters on the drivers race overall, at the top of his back and on each of his legs.

The flag of the Driver's nationality shall be that of the nationality of his licence.

All karts must have visible, at all time during the event, the four starting numbers (one on the back, one on the front, and one on each side of the kart).

Driver will not be allowed to enter the Servicing Park without all the racing numbers present on the kart in a good condition.

Racing numbers for each category **for Canada** are:

▪ 125 Micro MAX	1 to 99
▪ 125 Mini MAX	101 to 199
▪ 125 Junior MAX	201 to 299
▪ 125 Senior MAX & MAX Masters	301 to 399
▪ 125 DD2 MAX	401 to 499
▪ 125 DD2 MAX Master	501 to 599
▪ Project E20 JUNIOR & SENIOR	E1 to E99

10. OFFICIALS

The officials will be appointed according to the supplementary regulations published for the event. The clerk of the course, the race director, the chief scrutineer, the chief timekeeper and the stewards must be present at the event at the latest one hour before beginning of the sporting checks. **For Canada:** 2023 ASN Canada Sporting Regulations – Book 1 applies.

11. ELIGIBLE KARTS AND EQUIPMENT

The RMC 2023 is reserved for karts with ROTAX MAX engines in different configurations and Project E20 Electric vehicles, as defined by the Global RMC 2023 Technical Regulations or the Global RMC Project E20 Technical regulations 2023.

At the RMC 2023 each driver will be entitled to submit to scrutineering the equipment as defined in the Global RMC 2023 Technical Regulations or in the Global RMC Project E20 Technical regulations 2023.

11.1 Chassis

Chassis must be in accordance with the RMC Global Technical Regulations 2023 or the Global RMC Project E20 Technical regulations 2023 and the Supplementary Regulations.

During the event, and in case of an accident, the driver can only change once a chassis (frame) following the authorization of the Technical Scrutineers. The replacement frame must be from the same "Manufacturer" and "Model".

Project E20, The ROTAX race manager may at any time exchange a complete vehicle or any of its components for a competitor.

11.2 Engine / Electric powertrains

Engine and its accessories must be used in accordance with the RMC Global Technical Regulations 2023.

Project E20, the powertrain and its accessories must be used in accordance with the RMC Global Project E20 Technical Regulations 2023.

11.3 Brakes

The brakes must be homologated by the CIK-FIA and as specified in Rotax Global Technical Regulations 2023

11.4 Safety equipment

Helmets, gloves, rib protectors, boots, race overalls must all be approved under the FIA-CIK Technical Regulations Article 7.

As from 1 January 2022, the use of karting body protection according to FIA Standard 8870-2018, and of the correct size in relation to the Driver's height shall be mandatory for all drivers at all international karting events.

For Canada: Safety Equipment must be approved by the 2023 ASN national regulations.

11.5 Tires

Tyres as specified in the Canadian RMC Technical Regulations 2023 are the only tyres allowed for the RMC 2023.

Project E20 Tyres as specified in the RMC Global Project E20 Technical Regulations 2023.

11.6 Fuel & oil

Fuel as specified in the Global RMC Technical Regulations 2023 is the only fuel allowed for the RMC 2023.

CIK FIA Approved synthetic 2-stroke oil (brand and type as specified in the "Global RMC Technical Regulations 2023").

11.7 Transponder

The driver / entrant must have his own transponder and it is his / her responsibility to have it charged and functioning all the time whenever he / she will be on the track.

The use of the transponder is mandatory at all times from the first non-qualifying practice session of each driver and until the Final. It is the entrant / driver's responsibility to mount the transponder in the correct position.

The transponder must be fixed on the back of the kart seat and cannot exceed the positioning 40 cm in height from the ground.

By determination of the Chief Scrutineer, under approval of Stewards, the transponder positioning may be changed for one or for all drivers.

11.8 Onboard Camera

The organizer reserves the right to equip Karts of drivers with an onboard camera system.

Selected drivers must mount the onboard camera system in accordance to the series / event Supplementary regulations.

The total weight of all components counts to the total weight of the kart.

The driver cannot refuse to install the onboard camera on his / her kart.

For Canada: If personal camera is allowed by the Series / event regulation, 2023 ASN Canada Technical Regulation – Book 2 applies.

12. SPORTING CHECKS AND SCRUTINEERING

For Canada: 2023 ASN Canada Sporting Regulation – Book 1, *2023 ASN Canada Technical Regulation – Book 2* and the 2023 Canadian RMC technical regulations apply.

13. BRIEFINGS

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

14. RACE EVENT

For Canada: the event format will be described in the Series regulation of in the Event Supplementary Regulation.

Rotax Recommends the following format below.

14.1 Non-qualifying practice:

The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for Qualifying Heats and the races of the final phase.

The time schedule of the event must provide a non-qualifying practice for each category. They are reserved for those drivers having passed the sporting checks and scrutineering. No Driver may take the start of a Race without having participated in at least one Free Practice session. If there is a full grid of drivers, the drivers shall be divided into two series for odd and even numbers.

The use of transponders is mandatory from the beginning of the non-qualifying practice.

The number of non-qualifying sessions and time for each session will be defined in the Supplementary Regulations.

The Clerk of the Course or the Race Director may interrupt Practice as often and for as long as he deems it necessary for the clearance of the track or the removal of a kart. Further, if, in the Stewards' opinion, the stop is deliberately caused by a Driver, the

times he has achieved in that session may be cancelled and he may be refused the authorisation to participate in any other Practice session. In the case of Free Practice only, the Race Director or the Clerk of the Course, with the Stewards' agreement, may decide not to resume the Practice session after such an interruption.

Should one or several Practice sessions be interrupted in such manner, no protest relating to the possible effects of this interruption on the qualification of Drivers would be accepted.

14.2 Qualifying practice

Drivers who have passed Scrutineering are allowed to attend Qualifying practice

Every lap completed during the Qualifying Practice sessions will be timed to determine the position of Drivers at the start.

Number of sessions: If there is more than one grid of drivers, sessions should be divided in one session for one group of odd numbers and one session for one group of even numbers.

Each series will comprise a maximum number of 34 or 36 Drivers (depends on the circuit)

Time per session: 8 minutes.

Drivers must be on track 3 min after Qualifying Practice started. If a driver is not on track after those 3 min the driver will be disqualified from Qualifying Practice.

The Drivers will be able to start moving their karts from the "Start Servicing Park" to the "Pre-Grid" from five minutes before the time scheduled for the start of the Qualifying Practice concerned until the end of the same Qualifying Practice period. Each Driver has to take his chassis to the "Pre-Grid" and this choice will be final. The karts placed on the "Pre-Grid" must be ready to race. As soon as the signal indicating the end of the Qualifying Practice is given, access to the "Pre-Grid" is forbidden. During the session, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the "Pre-Grid" will be considered as having started, and the drivers lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2nd best time set by each Driver, and so on in the case of further ties.

The final classification of Qualifying Practice will be drawn up as follows

- a) If there is only one series:

the grid will be drawn up in the order of the fastest time achieved by each Driver.

- b) If there are two series:

1st place goes to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the 2nd fastest time of the 1st series, 4th place to the 2nd fastest time of the 2nd series, 5th place to the 3rd fastest time of the 1st series, and so on.

- c) If there are three series:

1st place to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the fastest time of the 3rd series, 4th place to the 2nd fastest time of the 1st series, 5th place to the 2nd fastest time of the 2nd series, and so on. - And so, on according to the same principle if there are further series.

If no time is taken into account for a Driver, he/she shall take the start at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided by drawing lots. If a Driver stops in the "Repair Area" or in the "Finish Park", it will be final. He/she will not be allowed to restart.

14.3 Starting grid

At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.

Only these Drivers will be allowed to take the start of the Qualifying Heats or Prefinal and/or of the final phase.

Any Entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the Official in charge of the "Pre-Grid", who will advise the Clerk of the Course or the Race Director as soon as he has the opportunity.

The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the Qualifying Practice session(s). Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second-best time, and so on.

The pole position Driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the Clerk of the Course or the Race Director as soon as he reaches the "Pre-Grid". This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position Driver of each grid will take the start of the Race from the grid position designated in the Supplementary Regulations of the Competition or if it is a new circuit, on that which was designated as such by the CIK-FIA.

Access to the "Pre-Grid" will end five minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the "Pre-Grid" at that moment shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Panel of Stewards.

Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

14.4 Starting grid procedure on the track

In certain circumstances, the karts will have to be placed on the grid on the track. This scenario will be specified in the time schedule of the Competition.

The launching of the Formation Lap will be preceded by the showing of boards.

Each of these boards will be accompanied by an audible warning.

When the "MECHANICS, CLEAR THE TRACK" is shown, all karts must be laid down on the track. At this time, the Mechanics will leave the grid to go to the "Repair Area" with the trolleys of the karts. Any kart which does not happen to be on the track at this time must immediately be moved to the "Repair Area", from where it will take the start. In that case, a Marshal holding a yellow flag will order the kart(s) concerned to leave the "Repair Area" when all the other karts have left the grid to start the Formation Lap.

Interviews may no longer take place once the three-minute board has been shown.

With the three-minute board, the "CLEAR THE TRACK" board will be shown: everybody except Drivers and Officials must leave the grid.

“30-second” signal: 30 seconds after this signal, the green flag will be shown at the front of the grid to indicate that the karts must begin a Formation Lap, keeping to the order of the starting grid and in conformity with the CIK-FIA General Prescriptions.

Should a Driver require assistance after the “30-second” signal, he or she must indicate this to the Marshals and, once the other karts have left the grid, it will be pushed to the “Repair Area”, and the Mechanic may work on the kart. In this case, Marshals with yellow flags will stand beside the kart (or karts) concerned to warn the drivers on the Formation Lap.

Marshals will be instructed to push any kart remaining on the grid after the start of the Formation Lap to the “Repair Area” immediately. If a Driver starts from the “Repair Area” after the intervention of a Mechanic, he will be authorised to do so only on the orders of a Marshal, and he will take the start from the back of the formation, irrespective of the number of Formation Laps.

14.5 Qualifying heats

Number of laps for all categories: to be defined in the Supplementary Regulations

Groups will be divided according to article 18C of CIK Specific Prescriptions.

Number of Qualifying Heats per group: 3

Starting positions for Qualifying Heats will be established according to article 18C of CIK Specific Prescriptions.

14.6 Pre-finals

Number of laps for all categories: to be defined in the Supplementary Regulations

After the Qualifying Heats the results will be done according to Article 18C ~~ease-B~~ in the CIK Specific Prescriptions.

After Pre-Final, another classification will be established, as follows:

Each driver will get the same points as for the Qualifying Heats, according to his position at the race.

Total points will establish the classification for the Final, according to Article 18C ~~ease-B~~ of CIK Specific Prescriptions.

Only the first 34/36 classified drivers will be eligible for the Final. (The number of starters needs to respect the track licence limits)

In case of a tie, the best classification of the Pre-Final will be considered.

If the tie remains, it is considered the best lap of the Pre-Finals.

A driver who was disqualified from the Prefinal will not be authorised to participate in the Final.

OR

14.7 Super heat(s)

The distance of the Super Heat will be approximately 15 or 20 km according to the age category of the Drivers (to be defined in the Supplementary Regulations). After the execution of all the Qualifying Heats, one or two Super Heats will take place depending on the number of participants (Case A- Case B).

For the Super Heat(s), points will be awarded as follows: 0 points to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place. If a Driver does not take the start in a Super Heat, he will receive a number of points equal to the number of participants plus 1 in his or her respective Super Heat



If a Driver has been black-flagged or disqualified, he will be credited with a number of points equal to the number of participants plus 2 in his or her respective Super Heat. The points from the Super Heat(s) will be added to those of the Intermediate Classification of the Qualifying Heats. The cumulated total of these points will serve to establish a Final Intermediate Classification.

The first 36 Drivers in the Final Intermediate Classification will be qualified for the final phase.

Two or more Drivers who have the same points total will be split according to their classification in Qualifying Practice.

- Case A: 36 participants or fewer

The starting grid for the Super Heat will be established on the basis of the Intermediate Classification of the minimum three Qualifying Heats.

- Case B: 37 participants or more

After the Qualifying Heats, the first 72 Drivers in the Intermediate

After the Qualifying Heats, the first 72 Drivers in the Intermediate Classification of the Qualifying Heats will be divided into a maximum of 2 groups for the Super Heats.

The maximum number of Drivers in each group will be 36.

The Driver in first position of the Intermediate Classification of the Qualifying Heats will start in first position in Super Heat A, the second Driver in the Intermediate Classification of the Qualifying Heats will start in first position in Super Heat B, the third Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super Heat A, the fourth Driver in the Intermediate Classification of the Qualifying Heats will start in second position in Super Heat B, the fifth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat A, the sixth Driver in the Intermediate Classification of the Qualifying Heats will start in third position in Super Heat B, and so on, until the final grid of 36 Drivers per Super Heat is assembled/constituted.

14.8 Finals

Number of laps for all categories: to be defined in the Supplementary Regulations The final classification of the event will be the classification of the final.

36 drivers will take part in it. Starting positions will be determined according to the Final intermediate Classification

- determined according to the Final Intermediate Classification established after prefinal
- determined according to the Final Intermediate Classification established after

Heats and the Super Heat(s).

During the Final, any Driver about to be overtaken or who has been overtaken by the race leader for any reason whatsoever will be shown the blue and red flag (double diagonal) with his number. He shall compulsorily go to the scales in the Parc Fermé and will be classified according to the number of laps that he has actually completed.

Classifications in case of Super Heat(s)

Case A) The classification of a championship held over one single competition will be that of the final race. The title of the championship will be awarded to the driver who has won the final race..

If the Final is stopped under Article 2.21 of the CIK/FIA General Prescriptions and cannot be restarted and if less than 75% of the scheduled distance have been covered, the title of the Championship will not be awarded.

Case B) The classification of a Championship will be established as follows: 80% of the results rounded up or down to the nearest figure will count, i.e.:

- if the number of Competitions is less than 3, all the Competitions will be retained.
- if the number of Competitions is between 3 and 7, the worst result obtained in the intermediate classifications (established after the Qualifying Heats) and the worst result obtained in the Finals will be discounted.
- if the number of Competitions is between 8 and 12, the two worst results obtained in the intermediate classifications (established after the Qualifying Heats) and the two worst results obtained in the Finals will be discounted.

A blank result due to a disqualification may not be discounted.

The title of the Championship will be awarded to the Driver who has scored the greatest number of points.

At each Competition, for the intermediate classification (established after the Qualifying Heats or Super Heat(s)), there will be an awarding of points to the top 10 classified Drivers, according to the following scale: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

At each Competition, for the Final, points will be awarded to the top 15 classified Drivers according to the following scale: 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

If a race is stopped under Article 2.21 of the General Prescriptions (Suspending a practice or race) and cannot be restarted and if less than 2 laps have been completed, no points will be awarded.

If more than 2 laps but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the scheduled distance have been covered.

15. DEAD HEATS BETWEEN DRIVERS

For Canada: See first if there is rules of this situation in the Series or Event regulation. If not, the dead heats rule below will apply.

If two or more Drivers finish the season with the same number of points, the highest place in the Karting Championship held over a series of Competitions (in either case) will be awarded to:

- a) the holder of the greatest number of first places in the Finals or Race 1 and Race 2 (depending on the format of the Competition),
- b) if the number of first places is the same, the holder of the greatest number of second places in the Finals or Race 1 and Race 2 (depending on the format of the Competition),
- c) if the number of second places is the same, the holder of the greatest number of third places in the Finals or Race 1 and Race 2 (depending on the format of the Competition), and so on until a winner emerges.
- d) if there is still a dead heat, the better position in the Final Race of the last Competition will be decisive.

16. STARTING PROCEDURE

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

16.1 Stopping / Restarting a race

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

16.2 Resuming a race with “SLOW PROCESS”

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

16.3 Suspending a practice or race

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

16.4 Restart procedure

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

17. SERVICING PARK

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

17.1 Pre-grid

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

18. SCALE / WEIGHING PROCEDURE

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

19. FRONT FAIRING

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 and 2023 ASN Canada Technical Regulation – Book 2 apply.

20. CLASSIFICATION AND AWARDS

The classification of the RMC 2023 will be that of the relevant event / series regulations Trophies will be awarded in each class for the first three finishing drivers of the final of the RMC 2023 events / series.

For Canada, the following Points system applies if there is no system specified in the Series or Event regulation.

Pre-Final

Pos	Pts	Pos	Pts
1	50	6	25
2	45	7	20
3	40	8	15
4	35	9	10
5	30	10	5

Final Points

Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts
1	200	11	102	21	50	31	28
2	180	12	96	22	46	32	27
3	170	13	90	23	42	33	26
4	160	14	84	24	40	34	25
5	150	15	78	25	38	35	24
6	142	16	72	26	36	36	23
7	134	17	66	27	34	37	22
8	126	18	62	28	32	38	21
9	118	19	58	29	30	39	20
10	110	20	54	30	29	40	19

The race series may authorize one “joker” per series. A “joker” is the removal of the worst combined race-day results (pre-final and final race). The joker may never be used for the final race event of a series except if the competitor raced in this final event until the final race.

In case of two or more drivers finish the championship with the same number of points, the higher place in the championship will be awarded to:

- The holder of the greatest number of first places in final races. If the number of first places is the same, the holder of the greatest number of second places in final races and so on until a winner emerges.
- If it is not possible to break a tie with results of the final races the holder of the greatest number of first place in prefinal races, if the number of first places is the same, the holder of the greatest number of second places in prefinal races and so on until a winner emerges.

21. PODIUM CEREMONY

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies

If caps are supplied by the organiser of the RMC 2023, they must be worn by the drivers during the podium ceremony.

All drivers agree that ROTAX and its sponsors may use photographs or videos of RMC races (including names and photographs of drivers) for advertising, publicity and public relations purposes.

22. NOTIFICATIONS AND STEWARDS DECISIONS TO DRIVERS / ENTRANTS

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies but the Series / Event organizer may decide to use the Rotax Global application or any other electronic means of communication. In this case, it should be written in the Series / Event regulation.

All notifications summons and Stewards decisions regarding a specific Driver / Entrant will be sent electronically to the Driver's / Entrant's mobile phone using an application developed by ROTAX for this purpose, named ROTAX GLOBAL or will be published on the official driver's board.



22.1 How does the Rotax Global APP work?

The ROTAX GLOBAL APP is free of charge and is available for download for IOS and Android.

The ROTAX GLOBAL APP requires internet access.

During driver's registration process Driver / Entrant will get his own and unique QR code (also known as EDIT code). With this code, Driver / Entrant will register in his/her mobile phone and the system recognizes that those are the registered persons as the official receivers of the notifications.

It is the responsibility of Driver / Entrant to keep this code confidential.

This ROTAX GLOBAL APP will communicate with the EVA Event Management system (EMS).

The EMS is the communication platform used internally by the organizer and the stewards and it will record the time that all the information / notifications will be sent to Driver / Entrant and the time when the Driver / Entrant read the notification.

22.2 Communication flow

Stewards will send the notification or decision via EMS to the Driver / Entrant and all the registered users will get this information immediately on their mobile phone.

When Driver or Entrant reads the notification, the EMS immediately records the time at which the notification was read, thus officially confirming the notification sent to the Driver / Entrant.

During driver's registration, the organizer will provide all the important information how to use the App and how to register.

At the Drivers Registration, the Entrant will sign a document stating that he/she will be responsible to register in the ROTAX GLOBAL APP all the starting numbers which he/her is responsible for as an Entrant, to check with due diligence if he is receiving any notification and to guarantee that during the event period his mobile phone is connected to the network. Driver / Entrant must register with the QR code given during the driver's administration.

In case of loss, damage or battery failure of the mobile phone, it is Entrant's responsibility to register in another mobile phone, in order to assure he/she will receive the notifications and the steward's decisions.

In the event of internet failure in the paddock area, the Entrant / Driver will be notified personally.

22.3 Instruction and communications to entrants

All classifications and results of qualifying practice, the qualifying heats and the race(s) of the final phase, as well as any decisions of the officials of the event will be sent to the ROTAX GLOBAL APP and posted on the official notification board.

23. FINES

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

24. PROTEST AND APPEALS

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

25. PADDOCK RULES

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

A Paddock Observer will be appointed as a Judge of Fact in respect of the following paddock rules:

Starting of engines is only allowed in the designated area / Servicing Park and engines may only be run in the designated area / servicing park for a maximum of 5 seconds. A driver starting an engine outside these areas, or exceeding the permitted running time, will be penalized with a fine of 150€. A second offence may lead to exclusion.

It is strictly forbidden to smoke or to use any device which risks provoking fire in the Paddock area, the Servicing Parks, the Parc Ferme, the Assembly Area, on the starting grid or on the track (along the course). Offenders, including Officials, will be penalized by a fine of **125 €** and may be asked to leave the circuit. This includes the use of electric cigarettes / vaporisers.

It is forbidden to cook in the Paddock, except with a special authorization from the Organizer.

Children under 7 years old who are not permanently accompanied will not be admitted in the Paddock Area. Animals who are not kept on a leash will not be authorized in the location.

It is forbidden to use motorized vehicles (except authorized by the Organizer) such as mini- motorcycles, scooters etc., in the Paddock Area under the pain of exclusion.

26. FIRE EXTINGUISHERS

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

For safety reasons the organizer will provide all the servicing park area and pre-grid with the necessary and sufficient quantity of fire extinguishers.

27. CODE OF CONDUCT FOR DRIVERS

- a) All participants must play within the rules and respect race officials and their decisions.
- b) All participants (Drivers, Entrants, Mechanics, Officials) must respect the rights, dignity and value of their fellow participants regardless of gender, sexual orientation, ability, physical appearance, race, skin colour, language, political opinion, family disability, cultural background or religion.

There is absolutely NO TOLERANCE for the manifestation of discrimination toward above mentioned.

- c) All participants must encourage and take responsibility for their actions at all times.
- d) All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.
- e) It is the participants own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.
- f) It is the participant's responsibility to declare, prior to any participation in training, testing or racing, of any medical condition or medication required that may be relevant in the event of an emergency.
- g) All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.
- h) The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing or racing events.



- i) When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations or conditions, should be asked in the drivers meeting held before each event.
- j) All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.
- k) All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be excluded from the event and face further disciplinary action.
- l) Any abusive comments on social media (Facebook, Twitter etc.) between teams, competitors, officials, organizers, or any person associated with ROTAX, will be held responsible and liable for their actions.

For Canada, the Additional elements are part of the present code of conduct:

- m) Participating in a Rotax Max Challenge event or series is a privilege, not a right. All RMC participants, when participating in any RMC activity, agree to conduct themselves in accordance with the spirit and dictates of this Code of Conduct.
- n) All participants agree to conduct themselves according to the highest standards of behaviour and sportsmanship, particularly in relations with other competitors, officials, sponsors and their products, and in manner that shall not be prejudicial to the reputation of SRA Karting International inc, Sporting Federations, officials, promoters, sponsors, organizers, or to karting sport in general. Sportsmanship means any person's conduct and behaviour while participating in a sport. Examples are fairness, respect for one's opponent, and graciousness in winning or losing.
- o) Participants are at all times responsible for the conduct of their mechanics, parents/guardians, team members and guests. A violation of these Regulations committed by an entrant, driver, mechanic, parent/guardian, team member or guest may be directly chargeable to the entrant or driver and result in penalties that may ultimately affect the outcome of a competition.
- p) Failure to comply with any of the above provisions may lead to disciplinary action including, but not limited to, one or all the following:
 - Temporary or permanent Lost of privilege to race in a Rotax Max Challenge activity;
 - Exclusion from an RMC competition;
 - Removal from the race premises for the duration of an event;
 - Any other disciplinary action it deems fit with the circumstances.

28. GENERAL SAFETY

For Canada: 2023 ASN Canada Sporting Regulation – Book 1 applies.

29. PENALTY CATALOGUE

This section has been removed from the original Global Sporting regulation to reduce the number of pages as the Penalty Catalogue does not apply in Canada.

For Canada: 2023 ASN Canada Karting Regulations: Penalty Guidelines apply.



The Rotax Penalty Catalogue regulations are available on the ROTAX's website at <https://www.rotax-kart.com/rmc-regulations>. This reference is included for your information in case you are racing in another country where the catalogue may be enforced.

30. SUPPLEMENTARY REGULATIONS FOR CANADA

30.1 National organizer

The National organizer of the ROTAX MAX CHALLENGE for Canada is SRA Karting International inc. (www.srakarting.com). The official website of the Canadian RMC is www.maxchallenge.ca. Any changes or exemption to 2023 Canadian RMC Sporting regulations or 2023 Canadian RMC Technical regulation must receive the written approval of SRA Karting International.

30.2 Licences

For Canada. The driver must hold any licence required by ASN Canada and the conditions of the event insurance certificate.

30.3 Date and place of the National qualifying events

Invitations for the 2023 Rotax MAX Challenge Grand Finals will be awarded at Nationals events. The first event is the Canadian Open and will take place at ICAR COMPLEX in Mirabel, Québec, July 28-30, 2023. This event has the status of a National event with international participation for USA drivers. Details to be provided in the Event Supplementary regulation of the event.

The second event will take place at the Canadian National Karting Championship August 17-20, 2023. The location will be announce later. All details regarding Grand finals invitations will be will be published on www.maxchallenge.ca.

30.4 Race event fees

The fees to race at each event will be determined by the race event organizer and included in the Series / Event Supplementary regulation.

30.5 Proof of age

Class registration is made on a *bona fide* basis. However, organizers may ask for a proof of age to any competitor registering to an event. It is the responsibility of the competitor to make sure he fulfils the age requirements of the class he race in. If it is discovered, at any moment until the final standings of the championship becomes official, that a competitor raced in an event without respecting the age requirements, he will lose all results, points and prizes won during the championship. Any prize received will have to be returned. Race results and standings will be modified accordingly. If the age infraction is discovered after the standings become official and an invitation to participate at the Rotax Max Challenge Grand Finals has been awarded to the faulty competitor, this invitation will be revoked and the competitor cannot claim any damages resulting of the revocation of the invitation.

30.6 Invitation for the Rotax MAX Challenge Grand Finals

The invitations to the Rotax MAX Challenge Grand Finals includes the expenses for supplied karts, engines, tires, petrol for the driver and entry fee for the RMCGF, which are covered by BRP-ROTAX and SRA Karting International. It does not include personal expenses to attend the event.



30.7 Western Finale

For the 2023 season, a two event qualifying series for the Rotax MAX Challenge Grand Finals will take place. The first event will be in Edmonton, AB, July 21-23 and the second event will be Chilliwack, BC, August 25-27. The Facebook page of this series is: <https://www.facebook.com/maxkartgroup>

30.8 Driver winning an invitation for the Grand Finals more than once

If a driver wins an invitation from Canada to participate at the Rotax MAX Challenge Grand Finals more than once, he will keep his first invitation from the first event where he qualified and the runner up will be invited to the Grand Finals.

If a driver wins an invitation in two different classes (ex. DD2 and Senior MAX), normal RMC rules applies.

30.9 Eligible engines and seals

As of the following engine serial numbers, only engines originally imported to Canada from Rotax and having been sealed by a Canadian Authorized Service Centre are eligible to take part in a Rotax Max Challenge race:

FR125 Max Junior (for Micro, Mini & Max Junior) engines: 8341617

FR125 Max Senior engines: 8341757

DD2 engines: 8341037

Any engine with a serial number prior to the serial numbers mentioned above is eligible to take part in a Rotax Max Challenge race in Canada, as long as the engine was inspected by a Canadian Authorized Service Centre and has a Canadian seal.

If eligible to register for a Canadian race event, American drivers may use their personal engine with either an American or Canadian seal as long as the engine complies with the Canadian RMC regulation.

Foreign competitors must use Canadian engines sealed by a Canadian Authorized Service Centre.

Competitors who want to participate at the National finals, must submit the serial number of their engine(s) prior the event for verification. Further information will be included in the Supplementary regulations of the event.

30.10 Protest

In regards to a protest concerning a competitor's engine in any RMC event, if the engine is declared legal, the protester must pay any fees involved to rebuild the engine and to install a new seal, over and above other fees required to submit the protest. If the engine is declared illegal, then the competitor caught with the illegal engine is responsible for the repair of the engine to have it legal and for the installation of a new seal.

If an engine failed the technical inspection, the technical inspector must give the following information to the regional organizer of the RMC:

- the name of the driver which failed the inspection;
- the serial number of the engine;
- the serial number of the seal which was installed on the engine;
- the name of the Service Centre which sealed the engine, according to the "Engine Identity Card"; and



- illegal parts must be kept by the technical inspector and given to the regional organizer of the RMC. In no case, illegal parts can be given back to the competitor.

The regional RMC organizer must forward these information and illegal parts, as soon as possible, to the National Organizer.

30.11 Technical inspector appointed by the National organizer

National organizer may appoint a technical inspector, at any of the RMC race event. This technical inspector may, at any time during the event, conduct a technical inspection of Rotax engines. The power of this technical inspector is the same as the chief technical inspector appointed at the event by the series organizers. The National organizer will inform the series organizers of this appointment at latest the day before the event or before the qualifying session of the event in case of a multiple day event.

30.12 Appeal of an exclusion base on a technical infraction

In the case of a technical exclusion based on the Rotax MAX Challenge Technical Regulation for Canada, an appeal may be submitted to the Canadian RMC Coordinator. The Canadian RMC coordinator may, with BRP-ROTAX advice if required, reverse the decision of this exclusion. The right to appeal is only open to a technical exclusion based on the technical inspection after a final race. Canadian RMC coordinator's decision is final and cannot be appealed.

30.12.1 Appeal procedure

The appeal must be submitted within 48 hours of the decision by email at patrick@maxchallenge.ca to the attention of Patrick Moreau. The competitor must keep a proof of delivery. No time extension will be accepted. He must send the original copie of his Appeal with payment of the Appeal fees. If the original of the Appeal and/or payment of the Appeal fees are not received by the Canadian RMC coordinator in a delay of 5 business day, the appeal will be declared abandoned.

30.12.2 Appeal Fees

Appeal fees are one thousand dollars (\$1000,00) and must be paid cash, by bank or electronic transfer (no cheque). In all cases the Appeal fee is non-refundable regardless of the outcome of the Appeal.

30.13 Claim rule

- The driver who crossed the finish line first ("the winner") of a final race can have is engine claimed. After race penalty won't have any effect on the claim rule and and the engine subject to this rule will stay the same.
- Only the drivers who finished on the same lap as the winner of a final race can claim an engine.
- The claim must be submitted to the technical inspector after the end of the final race. The claim can be submitted at any time before the winning engine is released from technical inspection by the technical inspector. After the release, no one is allowed to claim the winning engine.
- If more than one driver wishes to claim the winning engine, the driver with the worst place finish amongst the eligible claimers will have priority. Driver(s) who want to claim the winning engine must be at the technical area when the kart is released by the technical inspector. If not, the driver will loose his right to claim.
- The claim applies to the engine itself and all accessories that come with a new engine.



- The price to pay for the claimed engine is the suggested retail price of a new engine, plus five hundred dollars (verification and sealing) plus local taxes. Find below the suggested retail price at the time of the publication of these regulation (prices may change without any prior notice):

FR125 DD2 engine: \$6031.00

FR125 Mini-MAX: \$3767.00

FR125 MAX engine: \$4899.00

FR125 Micro-MAX: \$3681.00

FR125 MAX Junior engine: \$4551.00

Example of a FR125 MAX Junior engine claimed in Québec: \$4551.00 + \$500.00 + GST (\$252.55) + QST (\$503.84) = \$5807.39

- The claiming price represents the purchase of a new engine with accessories, plus original verification, sealing procedure and installation plus taxes. These amount are subject to change if the suggested retail price of the engine changes during the season.
- The engine must be paid in cash immediately. The money will be given to the winner when he will give the engine, its accessories and technical passport to the claimer. The technical inspector must write a report showing the name of the race winner, the name of the claimer, the serial number of the engine and the fact that the engine was given to the claimer and the winner was paid. This report must be immediately given to the event Stewardt. A copy of the report must be sent as soon as possible to the RMC national coordinator Patrick Moreau by e-mail at patrick@maxchallenge.ca.
- The engine and accessories are sold "as is" without any warranty from the driver which had his engine claimed.
- A driver cannot have his engine bought more than twice during the same year (to prevent abuse).
- If the winner refuses to sell his engine to the claimer, he will be automatically excluded from the event and his results of the day will be void. The technical inspector will prepare a written report of the refusal from the winner to sell his engine to the claimer. This report will be prepared after the first refusal from the winner and the winner will not be allowed to change his decision.
- A driver cannot claim more than one engine during the same year (to prevent abuse).
- Only the driver who claimed the engine will be allowed to use the claimed engine in a Rotax Max Challenge event during the same year. The only exception is if the same engine is claimed by another competitor in a subsequent race. After another claim for the same engine, only the last driver who claimed the engine will be allowed to use this engine in the same year.

----- END OF SPORTING REGULATIONS -----